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**C O N F I D E N T I A L**  
SECURITY INFORMATION

REPORT

25X1

COUNTRY Czechoslovakia

DATE DISTR. *23 Oct. 53,*

SUBJECT Milovice Airfield

NO. OF PAGES 16

PLACE  
ACQUIREDNO. OF ENCLS. 4 25X1  
(LISTED BELOW)DATE  
ACQUIRED BY SOURCESUPPLEMENT TO  
REPORT NO.

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

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## I. IDENTIFICATION DATA:

(Reference is made to Encl #1, this report, Pinpoint Location of MILOVICE Airfield)

## 1. MILOVICE Airfield.

2. UNIDENTIFIED ARMY BUILDINGS: These were one and two story buildings constructed of green stuccoed brick (descriptions and dimensions unknown). [redacted] approximately 12 tanks (Soviet tanks, type unknown) parked in front of garages in November 1951.

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The soldiers wore the CZECH green uniforms with black shoulder boards with metal tank insignia.

3. ROAD. ZBOZICKO to VLKAVA (5016N-1457E), gravel, four meters wide.

## II. SITE LAYOUT:

(Reference is made to Encl #2, this report, [redacted] Sketch of MILOVICE Airfield (All dimensions are approximate unless otherwise stated.)

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25 YEAR RE-REVIEW

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1. TAXI STRIP. Concrete, constructed of concrete blocks 4 X 4 meters and 30 cm thick, level, 2800 m long east to west and 24 m wide north to south.
2. RUNWAY. Concrete, constructed in same manner as taxi strip, 2880 X 80 meters. Runway could be extended 1000 m to the west. Three aircraft, wing to wing, were observed taking off in formation. This was observed when planes took off for a CZECH celebration in which the Air Force participated. No approach or runway lights.
3. GRASS AREA. Level, 800 X 80 meters. Two mobile radio units (Refer to Encl #3, RC-1726) were observed in these areas during flying activity.
- 3A. TAXI STRIP. Concrete, 100 X 24 meters.
4. ANTI-AIRCRAFT GUN POSITIONS: Permanent emplacements, dug one meter below earth's surface with dirt piled along sides. Contained one AA 20 or 21 mm gun with four barrels manned 24 hours daily by eight Air Force personnel.
5. ROAD. MILOVICE to Airfield, concrete, 500 meters long, 4 meters wide, closed to all traffic.
6. RAILROAD TYPE GATES. Gates controlled by sentries (pt #7) below.
7. GUARD SHACK. Wooden, unpainted, 2 X 2 X 2 meters with a tar-papered shed-type roof. One soldier in CZECH Army green uniform with black shoulder boards with metal tank insignia, guarded gate 24 hrs daily armed with a CZECH 9 mm sub-machine gun.
8. ROAD. MILOVICE TO highway. Road closed to all traffic.
9. TAXI STRIP. Concrete, 50 X 12 meters wide that led to Bore Sighting Range.
10. AIRCRAFT BORE SIGHTING RANGE. Earthen mound, 12 X 7 X 6 meters, slightly tapered toward top. Aircraft would taxi within 30 meters of mound to fire guns. firing of jet aircraft machine guns into paper targets three times during March and April 1952. 25X1
11. HANGAR. Red brick, 100 X 40 X 15 with tar papered, shed-type roof. Construction started in November 1951 and, when last observed, was completed except for the north wall and other interior work. Civilian and military personnel did the construction.
12. APRON. Concrete, 100 X 40 meters.
13. ROAD. Gravel road, four meters wide.
- 13.A. TRANSFORMER STATION. One step-down transformer 2 X 2 X 15 meters. Source of electricity unknown. 220 volts were used for the lighting system and 380 volts for electrical motors.
14. UTILITIES BUILDING. One story, grey, wooden building 20 X 10 X 6 meters with a tar papered gable type roof. Contained a carpenter shop with an electric planer, electric saw, boards and other carpenter tools. It also contained a supply of chemical fire extinguishers, shovels, rakes, brooms, electric bulbs and other utility supplies. Civilians and military personnel were employed in building.

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15. LAUNDRY BUILDING. Description same as pt #14 above. Contained three small electric washing machines, two small electric wringers and an unknown number of small electric irons. The laundry service was for all personnel of the airfield. Employed four civilian women.

16. OFFICER S'AND NCO QUARTERS. Description same as pt #14 above.

17. ROAD. Asphalt, five meters wide.

18. HIGHWAY. NOVE BENATKY (5017N-1450E) to STRAKY (5014N-1457E), asphalt and cobblestone and concrete, five meters wide. Closed to civilian traffic. 25X1

20. BUILDING UNDER CONSTRUCTION. Red brick, 50 X 45 meters. Construction started in November 1951 and when last observed, the walls were six meters high and was still without a roof. [redacted] boilers being hauled into this building and [redacted] it was to be a steam-operated kitchen. Last observation May 1952. 25X1 25X1

19. BUILDING. One story, wooden, treated with brown preservative, 8 X 6 X 5 m with a tar papered, gable-type roof. Use of building unknown.

21. BUILDING UNDER CONSTRUCTION. Red brick, 50 X 12 meters built to a height of three meters. Construction started in November 1951 and was still in progress at last observation in May 1952. Work was done by military and civilian personnel.

22. ROAD. Gravel, three meters wide.

23. POL STORAGE TANK CONSTRUCTION. SITE. Excavated round hole ten meters in diameter and ten meters depth. Inside of hole was lined with brick. Five steel tanks eight meters long and 70 cm. in diameter were observed near the excavation. Construction started in February 1952 and was still in progress in May 1952. Work done by civilian and military personnel.

24. BUILDING. One story, grey, wooden building 30 X 10 X 5 meters with a tar-papered, low-pitched, gable-type roof. Contained 20 steel barrels, 150 liters capacity. [redacted] It also contained two small, four-wheeled, hand-drawn carts. 25X1 25X1

25. SMALL ARMS AMMUNITION WAREHOUSE. White stuccoed brick, 4 X 4 X 2½ meters with flat cement roof. An unknown amount of 9.2 mm sub-machine gun and 7.35 pistol ammunition as well as grenades were stored within.

26. ROAD. Gravel, 200 meters long and three meters wide. Road branched from the highway (pt #18) into a wooded area which consisted of pine trees 20-25 meters high. Road was closed to civilian traffic.

27. AMMUNITION WAREHOUSE. One-story, grey, wooden building 30 X 10 X 6 meters with a tar-papered, low-pitched, gable-type roof. It was used for storing 7.92 mm rifle ammunition, 25 kilo and 250 kilo aircraft bombs (Reference is made to Encl #3 this report). The bombs were crated in wooden boxes with two of the smaller bombs and one large bomb to a box, packed separately. These bombs were German-type left behind by the Nazis. They were first observed in February or March 1952 and were grey-green in color. In March 1952, they were loaded and transported on a

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freight car in MILOVICE. The armorer (name unknown) of his unit, Company Z, of the 14th Airfield Battalion, told SOURCE that they were being taken to an unknown destination in MORAVIA for destruction. Three freight cars were loaded, 49 boxes to a car, for shipment. Some bombs still remained in the warehouse. None of the bombs were used at MILOVICE.

28. GUARD SHACK. Green, wooden, 1 X 1 X 2 meters with a tar-papered, gable roof. One Air Force sentry armed with a 9 mm submachine gun guarded and controlled gate (pt #29) 24 hours daily.

29. WOODEN RAILROAD TYPE GATE. Manually operated by guard.

30. ROAD. Gravel, 250 meters long and three meters wide.

31. HANGAR. Red brick, 100 X 40 X 15 meters with a tar-papered, shed-type roof and corrugated tin, folding-type doors across entire width of hangar front. It was used for housing 40 MIG-15 aircraft (unit designation of aircraft unknown) and for light aircraft maintenance.

32. PHOTO WORKSHOP AND CLOTHING WAREHOUSE. One story, green, stuccoed brick 40 X 10 X 6 meters with a tar-papered, gable-type roof. Contained one dark room and developing equipment as well as a 35 mm Leica camera. The other part of the building was used for storing Airmen uniforms.

33. OFFICER'S AND NCO QUARTERS. One story, green stuccoed brick building 100 X 10 X 6 meters with a tar-papered, gable-type roof and used by pilots and mechanics (unit designation unknown) for sleeping quarters.

34. WOODEN FENCE. Unpainted wooden slats two meters high with a five cm interval between slats.

35. OFFICER AND NCO FAMILY FURNISHED QUARTERS. Two-story, grey, stuccoed brick 30 X 20 X 12 meters with a grey tiled hipped type roof. Number of apartment units unknown.

36. AIRMEN BILLETTS. One story, grey-green and black camouflage-colored stuccoed brick building 20 X 6 X 6 meters with a tar-papered, gable-type roof. This building was connected by a wooden passageway 6 X 6 X 4 meters with a tar-papered, gable roof, to another building, same type. These buildings contained sleeping facilities and an orderly room for an unknown unit.

37. GATE. Wooden, 3 X 2 meters.

38. WOODEN FENCE. Same as pt #34 above.

39. AIRMEN BILLETTS. Same as pt #36 above. Buildings contained an orderly room and sleeping facilities for the airmen of the 14th Airfield Battalion.

39 A. HEADQUARTERS BUILDING. One story, wooden 30 X 10 X 6 meters with a tar-papered, gable-type roof. Contained office for the CO and his staff, political department, and other administrative offices.

40. AIRMEN BILLETTS. Description and dimensions same as pt #36 above. Passageway connected to mess hall pt #41. Contained an orderly room and sleeping facilities for the airmen of the 8th Fighter Regiment.

41. MESS HALL. Same as pt #40 above. Contained kitchen and dining room for officers of 5th and 8th Fighter Regiment.

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42. AIRMEN BILLETTS. Description and dimensions same as pt #36 above. Contained an orderly room and sleeping facilities for the airmen of Company K of the 14th Airfield Battalion. Company K was the transportation company.

43. DISPENSARY. Description and dimensions same as pt #36 above. Contained medical offices and bed accommodations for patients with minor illnesses.

44. OFFICER FAMILY FURNISHED QUARTERS. Three story, grey stuccoed brick 25 X 12 X 20 meters with a red-tiled, gable-type roof.

44A. GUARD SHACK. Green, wooden, 1 X 1 X 2 meters with a tar-papered, gable-type roof. One Air Force sentry armed with a 9 mm sub-machine gun guarded and controlled gate (pt #45) 24 hours daily.

45. WOODEN RAILROAD TYPE GATE.

46. BUILDING. One story, grey stuccoed brick, 50 X 10 X 6 meters with a red-tiled, gable-type roof; was used as a shoe repair shop, canteen, arms repair shop for repair of rifles, light machine guns and submachine guns.

47. BUILDING. Two story, grey stuccoed brick, 12 X 10 X 12 meters with a red-tiled, gable-type roof. Contained kitchen and dining room for officers and NCO's as well as offices of the Transportation Company of the 1st Airfield Battalion.

48. POL STATION. Grey, stuccoed brick, building 4 X 2 X 2 meters with a tar-papered, flat roof. Contained two barrels, 200 liter capacity of automobile oil. Two electric POL pumps, one for diesel oil (nafta) and the other for gasoline, were located two meters west of the building. Exact location and the capacity of the POL tanks unknown. The POL was obtained and delivered from the MILOVICE railroad station in the manner indicated under pt #60, below.

49. AIRCRAFT PARTS WAREHOUSE. One story, grey, wooden building 20 X 6 X 5 m with a tar-papered, gable-type roof. Contained duraluminum propellers, empennages, various bearings, gaskets, filters and other unknown miscellaneous parts for jets and conventional type aircraft.

50. HANGAR. Unpainted wooden building 30 X 15 X 7 meters with a corrugated tin, gable-type roof. This was an old hangar presumably built by the Germans and when last observed, it housed two military piper cubs and six Praga RN type trucks.

51. AIRFIELD ROAD. Gravel, four meters wide.

52. UNKNOWN TRAP DOOR. Steel, 50 X 50 cm level with ground. SOURCE assumed it to be used in conjunction with underground POL tanks because it was constructed on the same order as door mentioned in pt #60, below.

52A. WATER WORKS. Grey, stuccoed brick building 4 X 4 X 3 meters with a flat roof. Water was pumped by two electric pumps. The water supply was shut off daily during the summer months for anywhere from one hour to a half day. Site or capacity of water supply unknown.

53. AIRMEN MESS HALL. One story, camouflaged with white, grey, black and green colors, stuccoed brick building 30 X 20 X 7 meters with a red-tiled, gable-type roof. Contained kitchen and dining room facilities for all airmen of MILOVICE Airfield.

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54. AIRMEN BILLETTS. One story, grey, wooden building 30 X 10 X 5 meters with a tar-papered, gable-type roof. Contained an orderly room and sleeping facilities for the airmen of the 18th Airfield Battalion.

55. MOVIE THEATER. One story, grey, wooden building 50 X 15 X 6 meters with a tar-papered, gable-type roof.

56. PUMPING STATION AND UNDERGROUND POL TANKS. Green stuccoed brick building 4 X 3 X 3 meters with a flat cement roof with one electric pump. Two tanks were buried underground with a steel trap door 50 X 50 cm fastened to a square concrete shaft which protruded 30 cm above ground level. This shaft contained two pipes for unloading oil products. 50,000 liters of elerix (jet fuel) was transferred into underground tanks at one time. Pumps in building were used to pump elerix into refueling trucks, 3000 liter capacity. On occasions when there was a great deal of flying activity, 25,000 liters was transferred to the tanks daily.

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57. PUMPING STATION AND UNDERGROUND POL TANKS. Number, dimensions and capacity of tanks unknown. The top of tanks were covered with sod and dirt. This mound was eight meters long, four meters wide and one meter above ground. Pumping station consisted of a green, cement building 4 X 4 X 3 meters with a flat, tar-papered roof and three electric pumps. No fuel trucks were ever observed at this site.

58. CENTRAL HEATING PLANT AND GUARD BUILDING. One story, green stuccoed brick building 60 X 12 X 10 meters with a tar-papered, gable-type roof. Contained two low pressure steam boilers for heating airfield buildings, 50 ton capacity coal bin, sleeping quarters for 35 guards, guard commanders room and alert guard room.

59. HANGAR. Green stuccoed brick, building 40 X 12 X 10 meters with a black corrugated tin, shed-type roof and corrugated tin folding doors across entire south end of hangar. Housed ten Praga-RN trucks.

59A. APRON. Concrete; 40 X 6 meters, used for parking trucks.

60. UNDERGROUND POL TANKS. Three steel tanks, capacity and dimensions unknown, with three steel trap doors, 50 X 50 cm, fastened to concrete shafts which protruded 30 cm above ground and contained pipes for loading and unloading fuel. Elerix and aviation gasoline was stored in these tanks.

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These tanks (pt #60) were feeder tanks and were connected by underground pipes to the other POL tanks. The fuel was delivered to these tanks by a railroad tank car which was hauled on a German "Faun" truck-trailer unit. This trailer unit consisted of a cab and two trailers with railroad tracks fastened to the beds of the trailers. Between the two trailers was an extendable hitch, a hitch which permitted the two trailers to be separated by a distance greater than normal for the overall length of the two trailers was long enough to transport the tank car. Consequently, when the tank car was loaded on these trailers, the rear trailer was held stationary while the front trailer was eased forward to accommodate the tank car on the two trailers and to facilitate easier

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and safer transport of the tank car to the airfield.

transfer of 75,000 liters of oil products weekly during periods of heavy flying activity.

61. GARAGE AND AUTO WORKSHOP. Camouflage painted, stuccoed brick building 50 X 10 X 6 meters with a tar-papered, shed-type roof. One half of the building was used for housing ten passenger cars and the other half was used as a workshop and for repair of automobiles and trucks of the 14th Airfield Battalion. The workshop contained a lathe, valve grinder, electric welder and other miscellaneous machinery and tools.

62. FIRE STATION. One story, camouflage painted stuccoed brick building 20 X 12 X 6 meters with a tar-papered, gable-type roof. Contained two fire trucks, one Praga-RN and one German truck. The Praga-RN truck contained a tank divided into two compartments: one with a 100 liter capacity for an unknown chemical and the other with a 2500 liter capacity for water. The German truck, Henschel type, had only a 3000 liter water capacity. Eight firemen comprised of airmen were on 24-hour duty. No special fire fighting clothing was observed. This was an all purpose fire fighting unit, crash and buildings. The building also contained one German generator powered by a gasoline motor for producing electricity during emergencies.

63. HANGAR. Green, stuccoed brick building 100 X 40 X 15 meters with a tar-papered, shed-type roof and corrugated tin folding doors across east width of hangar. Hangar housed 40 MIG-15's and was used for light maintenance. Unit designation of aircraft unknown.

64. CHERRY TREE ORCHARD. 100 X 60 meters.

65. TAXI STRIP. Constructed of concrete blocks 4 X 4 meters and 30 cm thick; was 250 X 12 meters.

66. UNKNOWN TRAP DOOR. Same as pt #52 above. All padlocked.

67. CONTROL TOWER. Three story, green, stuccoed brick building 8 X 8 X 20 meters. Upper five meters was constructed of glass 6 X 6 and had a red painted tin, flat roof. On the roof was a straight metal antenna 3 meters long, an anemometer and an electric rotating beacon. Tower contained four unknown radio sets and one of sets was a Soviet model.

there were several offices which were restricted and contained a weather station as well.

68. ANTENNA. Clothesline-type, strung between two wooden posts 20 meters high and had three lead wires, one of which was extended to the glass dome of the tower (pt #67) and the other two were connected to the first and second floors of the tower.

69. WEATHER INSTRUMENT BOX. White, wooden box 1 m X 50 cm X 50 cm with a tar-papered, gable roof, mounted on four wooden posts two meters high. hourly checks of instrument during daylight hours and every two hours during the hours of darkness.

### III. AIRFIELD INFORMATION.

#### 1. Basic Airfield Information:

a. Name of Airfield - MILOVICE

b. Alternate Name - BOZI DAR

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- c. Country - CZECHOSLOVAKIA
- d. Coordinates - 5014N-1455E




## 2. Location:

- a. Two kilometers northeast of MILOVICE, one kilometer NORTH of ZBOZICKO and one kilometer west of STRAKY.
- b. One kilometer west of the VLKAVA Creek and one kilometer west of the ZBOZICKO - VLKAVA road.

## 3. Dimensions:

- a. Airfield was 2000 meters to north and south and 3500 meters east to west and could be extended 500 meters to the south and 1000 meters to the west.
- b. Approximate shape - Irregular shape

## 4. Sketches:

- a. Incl #1, Pinpoint Location of MILOVICE Airfield
- b. Incl #2,  Sketch of MILOVICE Airfield
- c. Incl #3, Bombs  Sketch of 25 and 250 Kilogram
- d. Incl #4,  Sketch of YAK-101

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## 5. Runways and Surface:

- a. Runways - One runway, east to west, 2800 X 80 meters. Refer pt 2, Incl #2
- b. Aprons - Two, reference to pts #12 and 59A, Incl #2, this report.  
  
Taxi strips - Three, refer to pts #1, #9, and #65, Incl #2, this rpt.  
  
Perimeter tracks - none.
- c. Airfield Surface - Level grass surface with wooded area innorthern part.
- d. Drainage - Airfield had a sandy base and water drained rapidly into ground after heavy rains.
- e. Field Elevation - 200 meters above sea level.

## 6. Aircraft Dispersal Points:

- a. Hardstands - None
- b. Revetments - None

## 7. Construction and Improvement:

- a. Airfield surface - None
- b. Runways - None
- c. Buildings - Hangar (pt #11, incl #2), buildings (pts #20 and #21, incl 2)

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d. Technical Facilities - None

e. POL Storage Tanks - Excavation site (pt #23, encl #2)

## 8. Obstructions:

a. Hills - None

b. Power lines - None

c. Trees - 25 meters high, 500 meters north of runway

d. Chimneys - None

e. Buildings - Residential, 20 meters high 200 meters north and 15 meters high south of runway.

## 9. Technical Facilities:

a. Radio (transmitter, masts (give frequency): Radio, refer to pt #67, encl #2; radio masts, refer to pts #67 and #68, encl #2. Two mobile radio units parked near runway in grass area, refer to pt #3, encl #2, this report.

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b. Telephone and Telegraph - Airfield switchboard was located in wooded area north of airfield.

Majority of the buildings had dial telephones.

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c. Weather Station - Refer to pt #67 and #69, Incl #2, this report.

d. Electricity - Transformer station, refer to pt #13A; generator unit for emergency electrical power, refer to pt #62, encl #2. During the spring months of 1952, electricity was shut off for one half to an hour twice weekly because of a power shortage.

e. Signaling Devices and Other Landing Aids:

(1) beacon light, refer to pt #67, encl #2, this report.

(2) rockets, red, green and white; red flare implied landing prohibited to airborne aircraft and take-off permitted to aircraft ready to line up; green flare permitted landing; white flare ordered all aircraft return to home base.

f. Aircraft capacity - 160 Jet Fighter aircraft (MIG-15)

g. Repair Facilities - Light maintenance performed in hangars (pt #31 and pt #63, encl #2) and on taxi strip (pt #65, encl #2).

## 10. Supply:

a. Fuel (types, delivery, storage, quantity, refueling methods) Refer to pts #48, #56, #57 and #60, encl #2, this report. Employed elerix (jet fuel) and 95 octane for conventional type aircraft, and ten Tatra-28 refueling trucks with 3000 liter capacity and motor driven pumps. Aircraft refueled on taxi strip (pt 65).

b. Water - Refer to pt #52A, encl #2, this report.

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- c. Weapons, - ammunition and equipment - Small arms for the airmen were kept in racks in the Airmen billets. Ammunition, refer to pts #25 and #27, encl #2, this report. No further information.

## 11. Buildings:

- a. Hangars - Refer to pts #11, 31, 50, 59, and 63, encl #2, this report.
- b. Workshops - Refer to pts #14, 32 and 61, encl #2, this report.
- c. Control Tower - Refer to pt #67, encl 2, this report.
- d. Billets - Refer to pts #16, 33, 35, 36, 39, 40, 42, 44 and 54, encl #2.
- e. Administration - Refer to pt #39A, encl #2, this report.
- f. Hospital - None
- g. Aid station - Refer to pt #43, encl #2.
- h. Storage places - Refer to pts #25, 27 and 49, encl #2.
- i. Other buildings - Refer to Encl #2, this report.

## 12. Transportation facilities:

Railroad depot at MILOVICE and accessible by the MILOVICE-NOVE BENATKY road.

## 13. Administration and Personnel:

- a. Authority - Military airfield and as of May 1952, was commanded by Staff Captain (fnu) STANGL, a pilot. On 15 May 1952, Capt STANGL was transferred to LINE Airfield. His replacement at MILOVICE or his new assignment at LINE was unknown 25X1
- b. Personnel Strength - 300 officers, 1500 airmen and 20 civilians up until May 1952 when the 5th and 8th Fighter Regiments and the 14th and 18th Airfield Battalions were transferred from MILOVICE to LINE Airfield. No further information.
- c. Uniforms, insignia and equipment of troops, unit designation- 25X1  
all Air Force personnel wore the CZECH Air Force blue uniform with light blue shoulder boards and a metal winged propeller on the shoulder boards. Also observed soldiers in the CZECH Army green uniform during the period of April 1951 to May 1952 who had been brought to the airfield from a labor camp near MILOVICE to do the construction work on the airfield.
- d. Flying activity - Military flight training was performed daily all year round except after an aircraft accident and during bad weather. All aircraft were grounded after an accident for one or two days, until the investigation had been completed. Such weather as rain, fog, and snow also grounded all aircraft. Consequently, approximately 40 flying days were lost a year. From March 1951 to May 1952 two to three aircraft were observed flying during the hours of daylight in V, trail and echelon formations. From 15 April to 9 May 1952, 25X1 approximately 45 MIG-15 aircraft flying various numbers of V box formations in

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preparation for the Armed Forces Day (ARMADNI PREHLIDKA). Night flying was performed in the Arado C-2 trainer, a dual cockpit trainer, 20 nights a month from March 1952 to May 1952. Only one aircraft at a time was observed flying at night.

e. Training schools - None.

#### 14. Meteorological Data:

Flying was performed all year round except for days indicated above. It snowed twice monthly during February and March 1952 but did not impede flying. The runway and taxi strips were kept clean by one push type and one pull type snow plow.

#### 15. Defense Installations and Practices:

- a. Anti-aircraft gun positions - Refer to pt #4, encl #2, this report.
- b. Warning devices (frequency and national origin of radar) - No information.
- c. Camouflage - Most buildings were painted a dark green or camouflaged with white, green, grey and black colors.
- d. Air Raid Shelters - None

#### 16. Aircraft:

- a. 78 to 80 MIG-15 aircraft as of May 1952, at which time they were transferred to LINE Airfield. The first MIG-15 arrived at MILOVICE Airfield in September 1951 and later arrived in groups of ten to twelve until a total of 80 had been reached in May 1952. There were also two dual cockpit MIG-15 trainers observed from September 1951 to May 1952.
- b. 12 Arado C-2 trainers observed from March 1951 to May 1952.
- c. 9 YAK-101 fighter aircraft (refer to encl #4, this report, [redacted] Sketch of YAK-101 Fighter Aircraft) were at this airfield [redacted] in March 1951. By August 1951, there were 35 YAK-101's and in April 1952, they were replaced by MIG-15's and were removed to an unknown destination.
- d. The Arado C-2's and the MIG-15's were transferred to LINE Airfield on 15 May 1952 together with the personnel of the 5th and 8th Fighter Regiments as well as the personnel of the 14th and 18th Airfield Battalions.

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#### 17. Miscellaneous:

##### a. Soviet Officers at MILOVICE Airfield:

From March 1951 to May 1952, [redacted] there were nine Soviet officers assigned to MILOVICE Airfield

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[redacted] they wore a dark green work and dress uniform

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[redacted] On occasion, they wore civilian clothes during off-duty hours.

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[redacted] the highest ranking officer was a Lieutenant Colonel and the group included one Major and one Captain.

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[redacted] During that period, these officers were instructing the mechanics and pilots of the CZECH Air Force. Details of instruction unknown. While on duty at the gate, [redacted] passes and he stated that they could only speak Russian and were always escorted by a CZECH. The Soviet Officers were billeted in a hotel north of and across the street from the railroad depot at LYSA nad LABEM. Name of street and hotel unknown. No further information.

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b. Aircraft Accidents at MILOVICE Airfield:

[redacted] one aircraft accident that occurred in the Spring of 1952. Aircraft involved was a MIG-15 piloted by Captain (fnu) CERVENKA of the 5th Fighter Regiment. Cause of accident was not known. Crash occurred north of LYSA nad LABEM (5012N-1450E) and pilot was killed.

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[redacted] the radio operator, was in radio contact with the pilot prior to crash and the cause of the accident could have been that the pilot had blacked out, for the pilot failed to respond to radio operator's instructions. No further information.

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Enclosures:

1. Pinpoint Location of MILOVICE Airfield
2. [redacted] Sketch of MILOVICE Airfield
3. [redacted] Sketch of 25 and 250 Kilogram Bombs
4. [redacted] Sketch of YAK-101 Jet Fighter Aircraft

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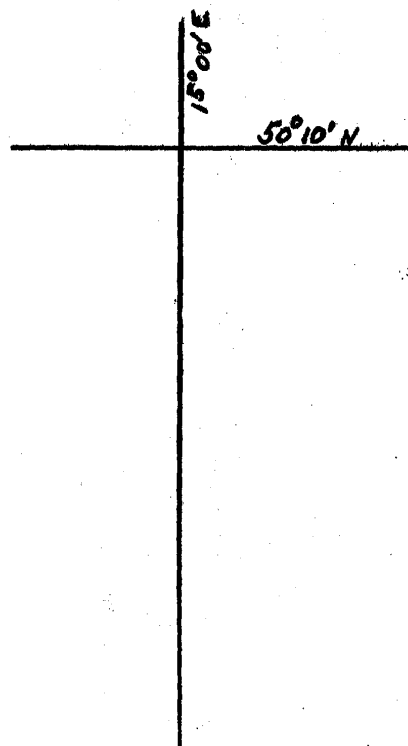
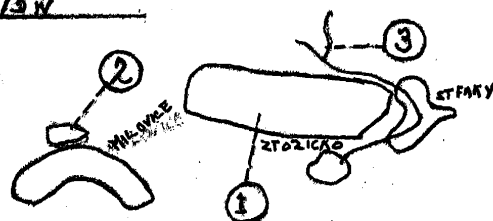
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25X1

Enclosure 1.

Overlay of GSGS 4416 Sheet T-9 Prague  
1:100,000  
Pinpoint Location of Milovice Airfield



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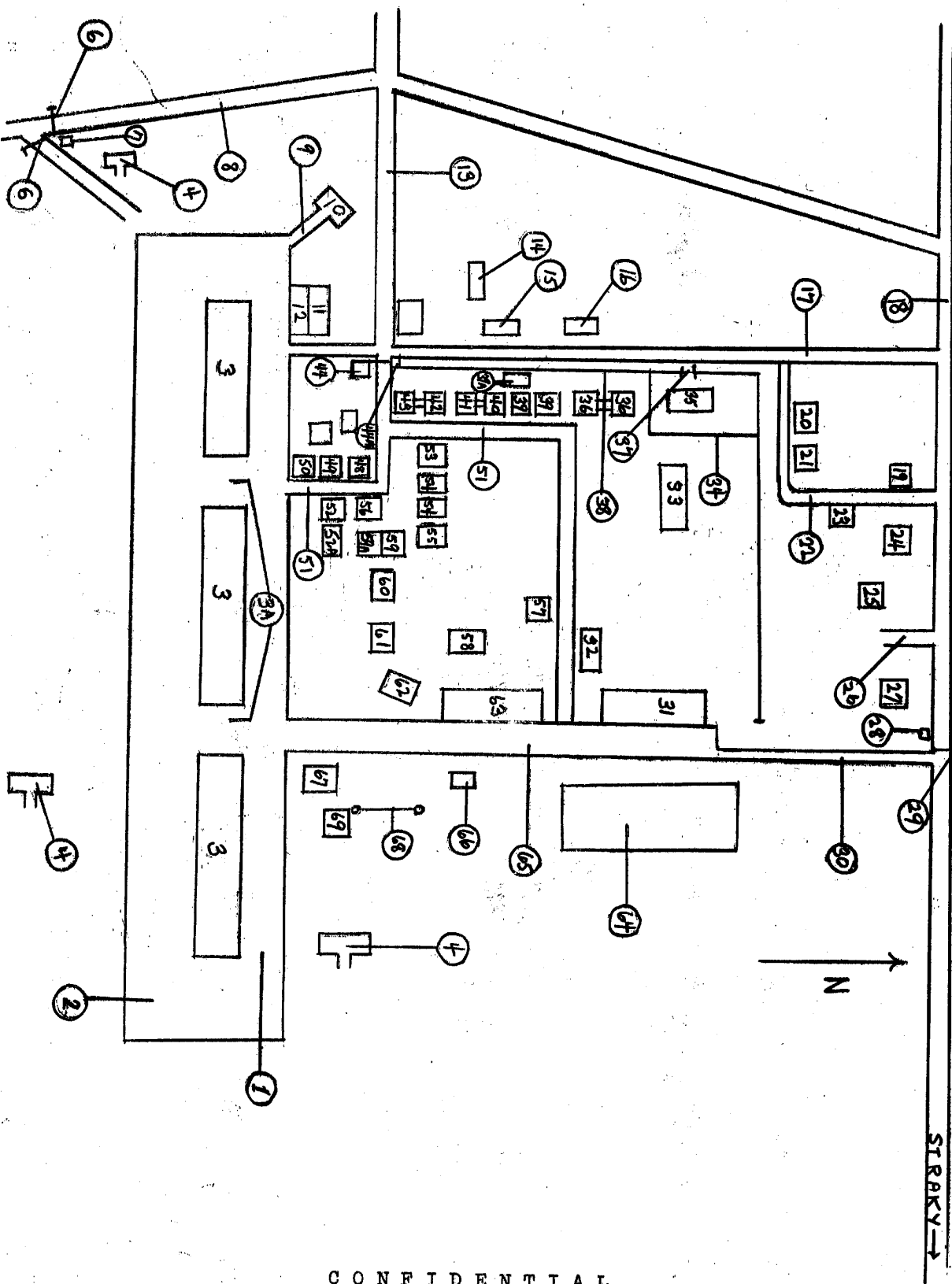
- 14 -

Enclosure 2.

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Sketch of Milovice Airfield

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- 15 -

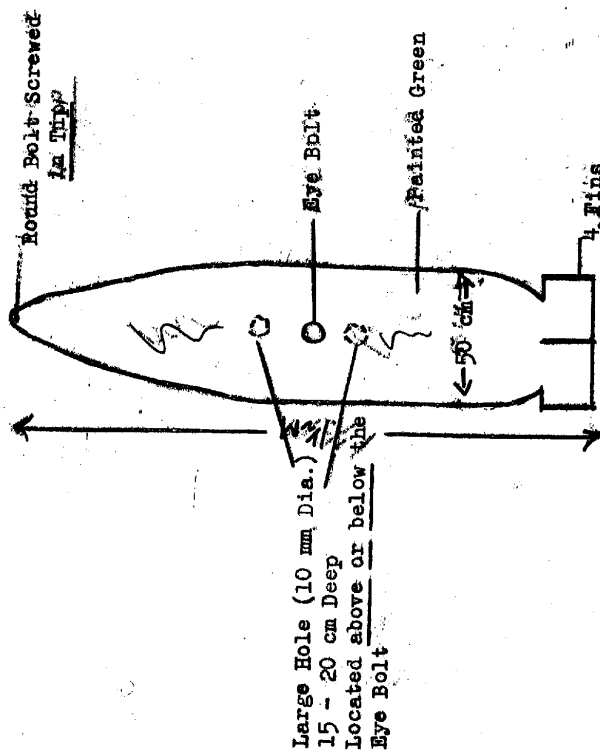
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Enclosure 3.

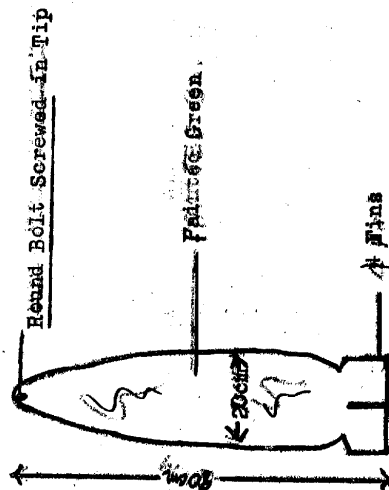
Sketch of 25 and 250 Kilogram Bombs

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# 250 KILO BOMB



# 25 KILO BOMB



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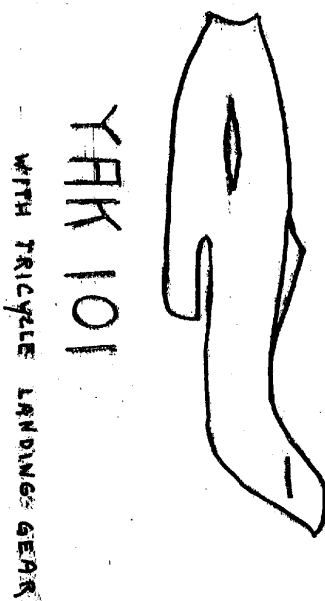
- 16 -

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Enclosure 4.

Sketch of YAK-101 Fighter Aircraft

25X1



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